

What do others have to say about Complete Streets?

"Now, finally, there's an organized nationwide movement to fight the good fight for safer streets. It's a coalition mounting a nationwide campaign for city and town roadways that include safe, quality space for pedestrians and cyclists and public transit users, accommodating their wishes just as seriously as those of car and truck drivers. It's called, fittingly, the Complete Streets movement."

—Columnist Neal Pierce

"We have very real challenges facing our country, and they are all interwoven. We now know that we must change our environmental and energy policy, and reduce our impact on the planet. By opening up our roadways to pedestrians and cyclists, we can help ease the congestion on our nation's roads."

—Congresswoman Doris Matsui (CA-5)

Schedule a workshop!

To help communities successfully adopt complete streets policies, the National Complete Streets Coalition offers interactive, full-day workshops led by national experts on policy development and policy implementation. Visit our website for more information about scheduling a workshop.

Dozens of states, counties, and cities have been adopting policies at an accelerating pace, including the States of California and Illinois, and cities like Seattle and Iowa City. Keep track by *signing up for our newsletter!*

How can I get involved with Complete Streets?

A broad coalition of advocates and transportation professionals are working to enact complete streets policies across the country.

JOIN US BY BECOMING A MEMBER OR PARTNER!

Becoming a member or partner is easy. We simply ask that you endorse the Coalition's mission by returning the sign-up form available on our web site; collaborate with leading national and regional organizations to advance complete streets and make an annual contribution at the appropriate level.

While donations are not a requirement, they are central to our ability to spread the word, coordinate action, and help organizations nationwide get it right.

The National Complete Streets Coalition Steering Committee:

AARP
Active Living by Design
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
Institute of Transportation of Engineers
Kimley-Horn and Associates
League of American Bicyclists
McCann Consulting
National Center for Bicycling and Walking
Safe Route to School National Partnership
Smart Growth America

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What are Complete Streets?

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

What do Complete Streets policies do?

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation vehicles and riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

What do Complete Streets look like?

While there is no prescription for a complete street, common features include:



- SIDEWALKS
- BIKE LANES
- WIDE SHOULDERS
- PLENTY OF CROSSING OPPORTUNITIES
- REFUGE MEDIANS
- BUS SHELTERS & CROSSINGS
- SPECIAL BUS LANES
- RAISED CROSSWALKS
- AUDIBLE PEDESTRIAN SIGNALS
- SIDEWALK BULB-OUTS



Why do we need Complete Streets policies?

Complete Streets improve safety.

A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, and improve bicycle safety.



Complete Streets encourage walking and bicycling for health.

The National Institutes of Medicine recommends fighting childhood obesity by establishing ordinances to encourage construction of sidewalks, bikeways, and other places for physical activity. A recent study funded by the National Institutes of Health found those who lived in walkable neighborhoods got 30 to 45 minutes more exercise each week than those living in low-walkable areas. Residents of walkable communities were also less likely to be overweight or obese.



Complete Streets address climate change and oil dependence.

The potential to reduce carbon emissions by shifting trips to lower-carbon modes is undeniable. The 2001 National Household Transportation Survey found 50% of all trips in metropolitan areas are three miles or less and 28% of all metropolitan trips are one mile or less – distances easy to walk, bike, or hop a bus or train. Yet 65% of the shortest trips are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.5 billion gallons of fuel each year since the early 1990s, which is nearly 36 million barrels of oil.

Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

Become part of the movement toward complete streets. For more information, visit www.completestreets.org